

## **Historic, archived document**

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ADVERTISER

FARM & HOME HOUR

WRITER

PROGRAM TITLE

UNCLE SAM'S FOREST RANGERS (#357)

OK

CHICAGO OUTLET

( WMAQ-BLUE (

11<sup>TIME</sup>00-12:30

DATE SEPTEMBER 29, 1939

( FRIDAY DAY

PRODUCTION

ANNOUNCER

ENGINEER

REMARKS





1. ANNOUNCER: Uncle Sam's Forest Rangers.

2. MUSIC: Quartet, Rangers' Song.

3. ANNOUNCER: A hundred years ago this fall -- in eighteen thirty-nine

4. --- there were only a few ranchers, farmers and

5. trappers living in the mountain country. With the coming of cool

6. weather a rancher would take his rifle off the wall and ride into

7. the timber to hunt. It was time to lay in a supply of meat for

8. the winter. Hunting for these pioneers was a part of their

9. livelihood. But for their great-grandchildren it is something quite

10. different -- when the descendants of those early settlers feel the

11. tingle of crisp fall weather in their nostrils, they ransack basements

12. and closets for their mail-order guns, oil their new boots beyond

13. recognition, climb into their cars, and drive to the forests to spend

14. a few days hunting -- or perhaps shooting at signs and playing stud

15. poker -- well, it's hunting season on the Pine Cone National Forest

16. and Ranger Jim Robbins and assistant Ranger Jerry Quick have spent

17. the day scouting their hunting territory and checking on game condition.

18. Now we find them late at night in a forest guard's cabin, located at

19. the edge of an emergency flying field.---

20. PLANE CROSS FADES IN DISTANCE: DIALOGUE BEGINS AFTER SOUND IS

21. ESTABLISHED AND CONTINUES AS PLANE FADES.

22.

23.

24.

25.





1. JERRY: That must be trip seven going over.
2. JIM: It's pretty late for it.
3. JERRY: There isn't any other plane 'till about midnight.
4. JIM: No -- I thought I heard trip seven about fifteen
5. minutes ago.
6. JERRY: It should have gone over then.
7. JIM: That plane sounds more like a single engine job than a big
8. liner.
- JERRY: By golly it does --
- THEY LISTEN FOR A MOMENT AS PLANE FADES OUT
11. JERRY: (YAWNING) Well, I guess, I'll turn in. I'm kinda tired.
12. JIM: Me too. H-m-m we'll have to get under way early in the
13. morning to cover all the ground we want to. We were
14. help up too long down there on Cedar Crick with those
- hunters.
16. JERRY: I thought maybe we'd be spending the night in their
17. camp -- after you got started on your story about the
18. deer hunt.
19. JIM: (CHUCKLING) Reckon I'm gettin' kinda old, son, -- it
20. don't take much to get me started on a story -- I ought
- to break myself of that habit.
22. PHONE RINGS.
23. JERRY: What the deuce could that be?
24. JIM: ' We'll see.
25. RECEIVER LIFTED.





1. JIM: Hell -- hello -- what? It is? Wait a minute (TO JERRY)  
2. IT's the operator at the radio station in Willow Glen.  
3. He says trip seven's having engine trouble. They're  
4. looking for our landing field.  
5. JERRY: I'll get out the flares.  
6. JIM: (TO PHONE) Hello. Where's the plane now? -- I don't  
7. know whether this radio here's any good. But we'll try  
8. it. What's their frequency? -- Okay. I'll try to get  
9. 'em right now.  
10. RECEIVER REPLACED.  
11. MUSIC UP AND SEGUE INTO PLANE. PLANE FADES IN, JAZZING MOTOR, FADES  
12. IN CLOSE AND STOPS. MURMUR OF CONVERSATION IS HEARD.  
13. PILOT: (FADING IN) We're making an emergency landing here for  
14. some minor repairs. I think you'll be more comfortable  
15. if you'll get out of the plane. There's a cabin right  
16. at the edge of the field here.  
17. LAWRENCE: (OFF MIKE SPUTTERING) What on earth's going on here?  
18. Why do we --  
19. PLANE DOOR IS OPENED.  
20. PILOT: Be careful stepping out of the plane. The steward will  
21. give you flashlights.  
22. LAWREN: (FADING IN) What sort of business is this? What's  
23. going on here?  
24. HELEN: Take it easy, father.  
25. LWREN: I want to know what's going ----



see your hand in front of your face. What are all --

Don't talk so much, father, you'll run up your blood

I will not. I want to know where we are and --

(FADING IN) Hi, Curtiss. Everything all right.

Hello, Jim. Hi, Jerry.

How are you, Curtiss?

All under control now.

Gee, you had a full load.

You bet. All the way to the coast.

Young man will you tell me --

Jim. I'd like to have you meet Mr. Lawrence. He's one of our passengers.

Glad to know you, Mr. Lawrence.

And his daughter, Miss Lawrence. Jim Robbins and Jerry quick. They're a couple of Forest Rangers. Miss Lawrence, I'm awfully glad to meet you.

Jim, can you take care of everybody in your shack?

Sure. If they don't mind a little crowding. Right over















1. LAWRENCE: What? What's that? I paid my money to get to Los Angeles  
2. by tomorrow morning, and I expect to be there.  
3. PILOT: We're doing the best we can, Mr. Lawrence.  
4. LAWRENCE: What in the name of sin ever possessed you to land on the  
5. top of a mountain, anyhow? Don't you --  
6. PILOT: If it hadn't been for this landing field, Mr. Lawrence,  
7. we might have been cracked up.  
8. HELEN: Isn't this a regular landing field?  
9. PILOT: It's an emergency field, Miss Lawrence. It belongs to  
10. the Forest Service.  
11. HELEN: It does?  
12. PILOT: They have them on several of the National Forests.  
13. And I can tell you they've saved the lives of a good  
many people. As a matter of fact, it's mighty lucky  
this field happened to be where it is tonight.  
LAWRENCE: What's that you say?  
PILOT: This emergency landing field was very convenient tonight.  
18. LAWRENCE: Who did you say owns the field?  
19. PILOT: The Forest Service.  
20. JIM: We have three fields on the Pine Cone, Mr. Lawrence. They're  
1. built mostly for landing planes in the high country when  
2. we have to fly in supplies to fire fighters.  
23. LAWRENCE: How much does it cost you to build them?  
2. JIM: All depends on the amount of work it takes to clear the land.  
25. This one cost us close to a thousand dollars.











Right. You know, he was only sixteen years old when he  
 was that flight. I think he was the youngest licensed  
 pilot in the world then. Practically anybody that flew a plane in  
 those days was licensed. And there was a lot of  
 stunt flying and carrying an occasional passenger. There was a lot  
 of talk about flying over the mountains, but nobody ever had the  
 nerve to try it. You know those old planes they flew then kinda  
 looked more like box kites than anything else. And believe me it was  
 a thousand to one chance against glyng one of them over the peaks.  
 Nobody wanted to take a chance on having to land in the middle of that  
 rocky, rugged forest country --. The Forest Service was pretty young  
 in 1913. And there wasn't much use for emergency landing fields --  
 Chief Forester, F. A. Silcox, was the Regional Forester up there at the  
 time. Well, young Dixon kept hearing all this talk about how tedious  
 would be to fly over the Continental Divide, and he got to thinking  
 about it. He had a funny looking old crate, but he knew it like  
 his brother, and he was pretty sure he could push it up over those peaks.  
 By the time he was ready to make the flight, practically everybody  
 in the country for hundreds of miles around had heard he was going to  
 try it. When his machine was rolled out onto the fair grounds at Soldier  
 Lake, it was a sight to see. The plane was loaded for the mountains a little after two o'clock in  
 the afternoon. He climbed up to above seven thousand feet and then  
 he was in the air. The plane flew over the peaks of the mountains.













1. JERRY: If that isn't somethin'. Gee, I guess I'll take up this  
2. business of tellin' yarns myself.

3. MUSIC UP AND OUT:

4. ANNOUNCER: Uncle Sam's Forest Rangers comes to you every Friday on the  
5. Farm and Home Hour through the courtesy of the National  
6. Broadcasting Company with the cooperation of the United  
7. States Forest Service.

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9:25

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